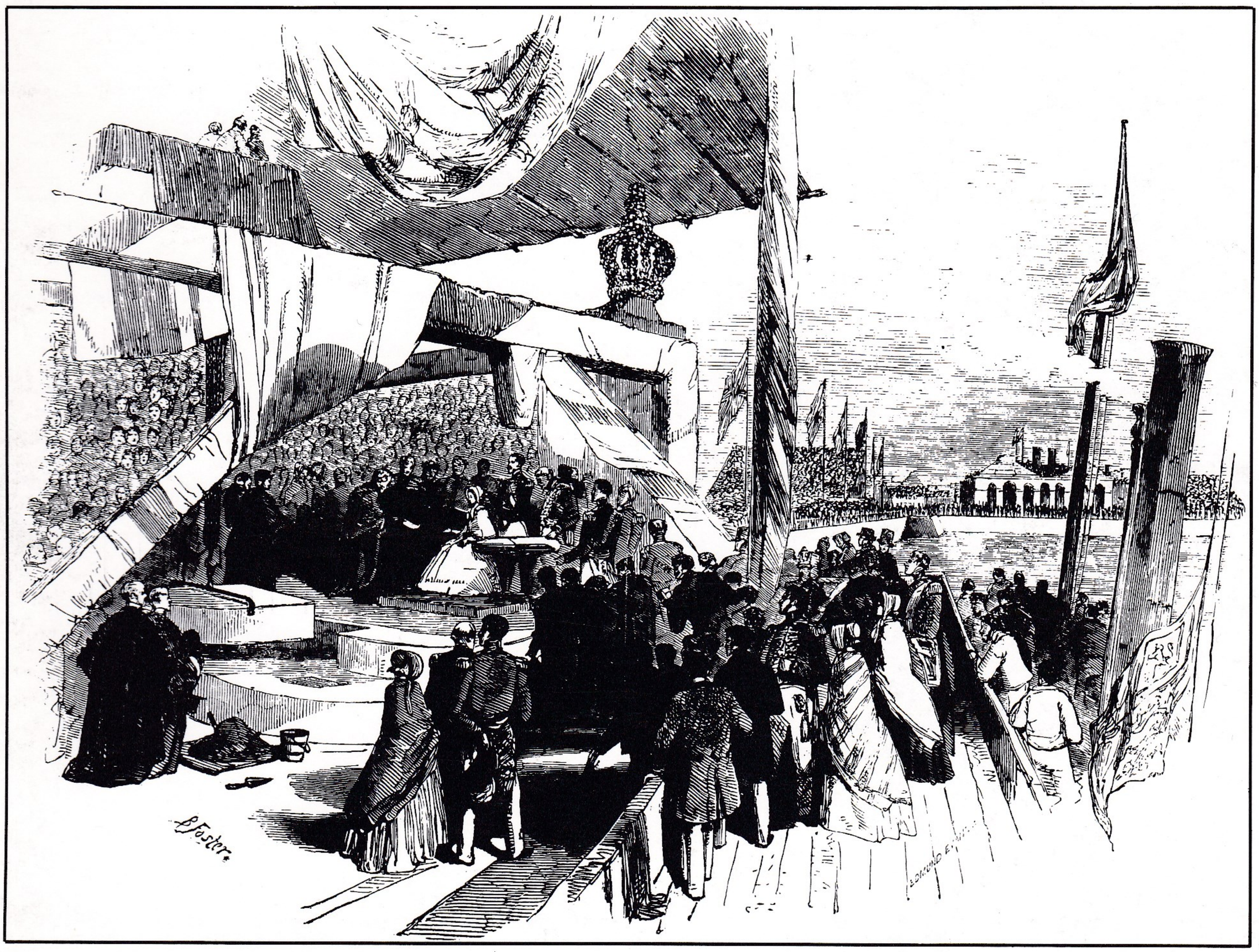
The Portsmouth Papers

53

Published by Portsmouth City Council
Civic Offices
Guildhall Square
Portsmouth PO1 2AL

No. 53 June 1988

Sir Charles Ogle: A Worthy Admiral



© Pam Moore, BA
City of Portsmouth 1988

The PORTSMOUTH PAPERS *are published under the auspices of the Libraries, Museums and Arts Historical Publications Sub-Committee of the Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth, PO1 2AL*

Issue Number 53 June 1988

ISBN 0 901559 75 X

Portsmouth Papers Advisory Panel

COUNCILLOR JOHN S. MARSHALL, CBE *(Chairman)*

COUNCILLOR F. A. J. EMERY-WALLIS, FSA, Hon RIBA, DL

COUNCILLOR F. A. WARNER, CEng, MIEE

P. HASKELL, BA, PhD

L. A. KITCHEN

R. C. RILEY, BSc(Econ), PhD

J. R. STURGES, DPA, JP

J. H. THOMAS, BA, PhD, FRHistS

J. WEBB, MA, FRHistS

E. COURSE, BSc(Econ), PhD, FCIT *(General Editor)*

G. F. TUCKER, ARCA, ASTD *(Design and Typography)*

Cover:
Opening of the steam basin at Portsmouth Dockyard

Printed by Grosvenor Press (Portsmouth) Ltd.

SIR CHARLES OGLE: A WORTHY ADMIRAL

Pam Moore, BA

When Admiral Sir Charles Ogle, Bt, took up his post as Commander-in-Chief Portsmouth, in the autumn of 1845, he was already 70 years of age. Although the next three years of his life were those most closely linked to Portsmouth, and those in which his presence had the most impact on its history, he was no stranger to the area. Until he was 50, he lived near Winchester, and it was here that he returned when his naval duties permitted. His career frequently took him to and through Portsmouth, and he undoubtedly knew its Dockyard well before he took up residence in Admiralty House.

Charles Ogle was born at Worthy Park House, Martyr Worthy, on 24 May 1775. He was the third son and ninth child of the then Captain Sir Chaloner Ogle, Knt, RN, and his wife, Hester. The Ogles were an old Northumberland family, and Chaloner Ogle was born at Kirkley, not far from Newcastle. Kirkley Hall, the family seat, close to the village of Ogle, survives today as the Northumberland College of Agriculture. The main building was substantially altered earlier this century, following a disastrous fire.

Chaloner Ogle's father was a doctor, Physician to the Forces under the Duke of Marlborough;[1] his mother was the daughter of a barrister. Many of the Ogles had, however, been seafarers, and so Chaloner's decision to join the Royal Navy was not a surprising one. He was very fond of his much older sister, Isabella, whose first husband was also her cousin – Admiral of the Fleet, Sir Chaloner Ogle, Knt. It seems likely that she encouraged 'Chally', as she called her young brother, to become a naval officer. His early service was in the West Indies, under the command and patronage of his brother-in-law and namesake.[2] It is also through Isabella Ogle that the family came to Hampshire. Widowed in 1750, the following year, she married James, Lord Kingston, an Irish landowner from County Cork. They purchased Worthy Park House, erected in 1722,[3] and lived there until their deaths, within weeks of each other, in 1761, (See APPENDIX II).

Isabella, Lady Kingston, left Worthy Park House and its large estate to her brother Chaloner, who had, by this time, attained the rank of Captain.[4] That same year, he married Hester, daughter and co-heiress of John Thomas, Lord Bishop of Winchester. The couple settled at Worthy Park and raised their large family. Within a few years, a knighthood was conferred on Chaloner Ogle,[5] and further recognition of his distinguished naval career came later when he was made a baronet.[6] By the time of his death he was Senior Admiral of the Red, the Duke of Clarence (later King William IV) being Admiral of the Fleet.

In 1775, when Charles Ogle was born, his father was in command of the *Resolution*. A study of naval records at this time reveals an interesting detail – Charles Ogle is named as 'Captain's Servant', although he was, presumably, at home in the arms of his nurse at the time.[7] This was a practice by which high ranking naval officers could, during this period, ensure the acceleration of their sons' later naval careers, by gaining seniority for them.

Charles Ogle grew up at Worthy Park as part of a large family. He attended Hyde Abbey School, Winchester, an establishment of some repute, its pupils including the statesman, George Canning. Sir Chaloner ceased active naval service in about 1781, and played an increasing role in local affairs in Winchester in the 1780s; it is reasonable therefore to assume that he was at home throughout much of Charles' childhood. The boy's name was put down for Winchester College, but he never took his place there.

At times, family tragedy must have overshadowed Charles Ogle's boyhood and adolescence. Before he was born, his parents had already lost their first child – Isabella – at the age of five. When Charles was eight years old, his eldest brother, George Chaloner, died on passage to the East Indies, aged 15 years. More traumatic, however, must have been Charles' teenage years. In 1790, his sister Susanna died, aged 24 years, and unmarried – so presumably living at home. The following year, the Ogles' second son, Edward, died, aged just 19 years, leaving Charles as heir.

By this time, he was serving in the Royal Navy. In 1787, at the age of 12, he joined the *Adventure*, then under the command of Captain Inglefield, and served along the coast of Africa. As a midshipman, he served in several vessels, including the *Edgar* and the *Boyne*, and in November 1793 was promoted to Lieutenant and posted to the *Woolwich*.

A very interesting piece of evidence survives concerning this event. Charles Ogle's Lieutenant's passing certificate bears the date 30 October 1793, and includes the declaration that 'he is not under Twenty Years of Age'.[8] He was in fact 18 years old – his birth being recorded in the parish register for Martyr Worthy in 1775.[9] It is evident that deliberate action was taken to falsify the young officer's age – a note being attached to the passing certificate, signed by the Vicar of Martyr Worthy, that 'Charles Ogle was baptised on 24 May 1772'. It is also significant to note that somehow Charles Ogle 'readjusted' his age later – a service record of 1846 gives it as 71 years,[10] and the date of birth on his tomb reads '24 May 1775'. Once again, it seems that Sir Chaloner's influence had been brought to bear, to ensure that everything possible was done to accelerate his son's rise in the Royal Navy.

Having acquired his passing certificate, Charles Ogle's promotions were indeed rapid. From 1793 to 1796 he served in the West Indies on a series of vessels – the *Vengeance*, the *Boyne* (again), the *Assurance*, the *Avenger*, and the *Peterell*. He saw action in various engagements with the French, was present at the conquering of St

Lucia and Guadeloupe, and when the latter was taken, it is recorded that he distinguished himself at the storming of Fort Fleur D'Epée.[11] He also attained the rank of Commander, and it was as post captain that he joined the *Minerve* in the Mediterranean in 1796.

Although a time of career success, this year was to be a sad one for the young Captain, as his sister Jane Hester died, soon after her marriage, aged 27 years, and he also lost his mother. Hester Ogle had been blind for the last years of her life;[12] another affliction for what was, in some respects, a very unlucky family.

Between 1796 and 1802, Captain Charles Ogle served mainly in the Mediterranean, on three vessels, besides the *Minerve*. In July 1796, he moved to the *Meleager*, where he remained until 1800. This was followed by briefer periods on the *Greyhound* and the *Egyptienne*. Whilst attached to this ship, he served in Egypt and was awarded the Turkish Gold Medal. At around the same time his younger brother, Thomas, an Army officer, was also involved in active service in the area, and was killed at the landing in Aboukir Bay, Egypt in 1801, an incident concerned with British efforts to expel the French from Egypt.

During Charles' years at sea, fighting the French, he must have read with interest letters from home. As mentioned above, Sir Chaloner Ogle had retired from active naval service, and was living at Worthy Park. He frequently entertained leading naval figures of the day, including almost certainly Admiral Lord Nelson, and Admiral Rodney, who lived nearby at Alresford. Family news would also have included the pleasant as well as the sad – a

LEFT
Admiral Sir Chaloner Ogle, by George Romney c. 1780.
THE NATIONAL MARITIME MUSEUM

BELOW
Admiral Sir Charles Ogle (artist unknown).

number of marriages, for example. His sister, Arabella had already married before Charles went to sea, but the weddings of his other sisters – Barbarina, Jane Hester and Jemima Sophie did not occur until later. One event which must have caused great excitement in the Ogle household was the wedding, in 1795 in the Collegiate Chapel at Winchester, between Hester Ogle (a cousin of Charles) and Richard Brinsley Sheridan, playwright and one time Foreign Secretary. Hester was the daughter of Sir Chaloner's brother, and with her husband often visited her relatives at Worthy Park.

On 22 April 1802, Charles Ogle himself was married, his bride being Charlotte Margaret Gage, daughter of General Gage, who was at one time, Commander-in-Chief of the British Forces in North America. Charlotte's mother, Margaret, was American, and a renowned beauty, as portraits of her confirm. The young couple began their married life at what was then called New Place, Alresford (now Arlebury Park), although at some point during their marriage they moved into Worthy Park, with Charles' father, by now a very old man. Their first child was born at Alresford, however, on 18 July 1803, and was christened Chaloner after his grandfather. Two daughters followed – Charlotte Arabella in 1805 and Sophia in 1807. It appears that during this time, Charles Ogle's career progress was suffering something of a lull, as on 23 September 1803 he wrote from New Place that the Volunteer Corps of Alresford have 'solicited me to command them, as no other Gentleman in the neighbourhood is willing at present to undertake so troublesome a situation', but concludes by assuring the Admiralty that he is still ready and willing to accept any offer of appointment to a ship.[13] He had, at this time, been on half pay since March 1802. He wrote to the Admiralty again on 21 May 1804, once more offering his services,[14] and presumably his entreaties were finally considered favourably, as he was appointed Captain of the *Unité* on 8 April 1805.[15]

Some details of his time on this vessel are recorded in a journal, written by a young victim of the press-gang, Robert Mercer Wilson, whose recollections of life on board the ship in 1805–6 have been published by the Navy Records Society.[16] A number of interesting points emerge from his account. Wilson states that the ship was in Lisbon when news was received of the English victory at Trafalgar. Such tidings must have been bitter-sweet for men like Charles Ogle – joy and pride at victory, tinged with sorrow at the loss of his father's friend, Admiral Nelson. Naturally, duty demanded that patriotism should take precedence over private emotion, and Captain Ogle ordered that the ship should fire a salute, and adorn the mastheads with three English ensigns. Wilson goes on to say that shortly afterwards, a Portuguese officer came alongside, and in the name of the Queen of Portugal reprimanded Captain Ogle for saluting without permission. It seems, however, that this was something of a 'storm in a naval teacup', the reprimand being made purely to avoid upsetting the French Ambassador, and the Commander of the French ship *Topaze*, at that time being repaired at Lisbon.

A letter survives from Charles Ogle to his masters which in retrospect has a ring of poignancy about it. Dated 22 October 1805, he explains that he had been driven into Lisbon by bad weather. He continues, clearly in ignorance of events – 'I have informed Lord Nelson of my proceedings and as soon as I have gained any certain intelligence of the enemy's squadron, I shall proceed to execute their Lordships' orders'.[17]

Wilson's journal continues until after Captain Ogle left the *Unité* for service on the *Princess Augusta* yacht. It does, at one point, provide an insight into Charles Ogle's character. Wilson, despite making perhaps inevitable complaints that discipline on board the *Unité* was harsh, seems

Worthy Park House (from Prosser, see footnote), c. 1830.
HAMPSHIRE COUNTY LIBRARY

Worthy Park House, 1986.

generally to have liked Captain Ogle. He observed, however, that 'Captain Ogle was certainly a gentleman in every respect, but was not master of his own thoughts at times; certain it is that the First Lieutenant had very great influence over him'.[18] Sir Chaloner Ogle was a man who provoked very mixed reactions, both from those who served with him, and under him, but his son seems generally to have attracted less adverse criticism.

In 1814, Charles Ogle suffered personal tragedy – the loss of his beloved Charlotte, who died at Worthy Park, aged 41 years. The children of the marriage were aged just eleven, nine and seven years. Bereavement struck again two years later, when Sir Chaloner Ogle died, aged 89 years. He was buried with other members of his family in Martyr Worthy Church. His son, now Captain Sir Charles Ogle, Baronet, inherited not just the title, but also the house, estate and almost all his father's not inconsiderable wealth. Sir Chaloner Ogle's will was a fairly simple one, the only other bequests being £100 to his other surviving son, James, and to each of his daughters, plus a small annuity to a niece.[19]

Sir Charles Ogle was now a very wealthy man. For reasons which will almost certainly never be known, he ordered the demolition of Worthy Park House, and had a new mansion designed, and built on the site. The architect was Sir Robert Smirke, who was also responsible for the design of many famous buildings, including the British Museum and the Covent Garden Theatre.[20]

Sir Charles would have had plenty of time to supervise the construction of his new home; from 17 September 1816 he was once more 'unemployed' on half pay, a situation which continued for more than 10 years.[21] Although no doubt a man of Sir Charles' energy found this at times irksome, it is highly unlikely that financial embarrassment would have been a problem, following his inheritance. His half pay from the Navy also gave him an income, in 1816, of about £250 a year.[22]

The year 1820 was another milestone for the now Rear-Admiral Sir Charles Ogle. His new house was completed – externally it is, even today, little altered – and, he remarried. His second wife was formerly Letitia Burroughs, daughter of Sir William Burroughs, Bt, an Irish landowner. In the early years of their marriage the couple lived at Worthy Park, and Sir Charles was active in local matters – not always to the satisfaction of everyone around him, as will be told later.

In 1823, Lady Ogle bore her husband a son, the only child of the marriage. This baby, William (called after his maternal grandfather), was unfortunately destined to be a lifelong invalid, and it seems likely that he was cared for, either by another family member, or in an institution, as no mention of him ever arises until after Sir Charles' death. His mention in the Admiral's will is so worded as to suggest that he was incapable of even administering his own financial affairs,[23] control of his inheritance being vested in his sister. William was to become the fifth Baronet Ogle, but not surprisingly, died unmarried, and the title passed to a cousin.

For some reason – perhaps the associations with William's birth – Letitia Ogle took a dislike to Worthy Park, and by 1825, had persuaded her husband to sell the estate and leave the area. They certainly had a London home by this time, and possibly estates in Ireland. One resident of Hampshire who was far from sorry to see the departure of the Ogles was William Cobbett. He wrote in *Rural Rides* of the news

> Coming from Easton yesterday, I learned that Sir Charles Ogle, the eldest son and successor to Sir Chaloner Ogle, had sold to some General, his mansion and estate at Martyr's Worthy, a village on the north side of the Itchen just opposite Easton. The Ogles had been there for a couple of centuries perhaps. They are gone off now, 'for good and all', as the country people call it. Well, what I have to say to Sir Charles Ogle on this occasion is this: 'It was YOU, who moved at the county meeting in 1817, that address to the Regent, which you brought readily engrossed upon parchment, which Fleming, the Sheriff, declared to have been carried, though a word of it was never heard by the meeting; which address applauded the power of imprisonment bill, just then passed, and the like of which address, YOU WILL NOT IN ALL HUMAN PROBABILITY, EVER AGAIN MOVE IN HAMPSHIRE, and I hope, NO WHERE ELSE. So you see, Sir Charles, there is one consolation at any rate.'[24]

In 1827, the next important development occurred in Sir Charles Ogle's career. From 27 April, he was appointed Commander-in-Chief, North America and Newfoundland. He paid a number of visits to HMS *Hussar* whilst she was at Deptford being prepared for her journey to Canada. Sir Charles finally boarded her, with Lady Ogle, 'and domestics' at 6 p.m. on 6 June 1827, by which time the ship was moored at Spithead. They sailed the following day in fine weather, the journey to Halifax being completed in just under a month; the ship arrived on 4 July. A very detailed journal of Sir Charles' service during his time – three years – as C-in-C North America and Newfoundland survives, but for the purposes of this paper, the period will only be dealt with briefly.[25] It appears to have been a time of considerable success for Admiral Ogle, and he was kept occupied by a multiplicity of issues. Throughout the

period, he was troubled with the question of the insubordination of the convicts being held in hulks off Bermuda, and with piracy in the Gulf of the River St Lawrence. Smallpox epidemics were also a source of concern. For example, on 20 January 1830, he received a letter from the Governor of Bermuda reporting that a 'malignant disease of a Vacolous character had made its appearance on the Island'. Ships were immediately sent to obtain supplies of vaccine, and their surgeons had the task of vaccinating those at risk. By 22 March, Sir Charles was writing to thank the surgeons of the vessels concerned for 'all they had done' in arresting the progress of the smallpox, and of 'their humane and praiseworthy attention to the sufferers'.

The other aspect of Admiral Sir Charles Ogle's service in North America which certainly merits mention is his dedicated research into geographical and hydrographic matters. In a summary of his naval service, written in 1846, he stated that

> During the time I was Commander-in-Chief on the North American Station . . . I caused the Geographical Position of the various Headlands on the Coast, including Newfoundland, Sable Island, and the Bermudas to be accurately ascertained by send-

ing the ablest Navigators to the spot with the Chronometers and Instruments from which Latitudes and Longitudes the Admiralty Charts now in use have been constructed. After a search of two years, the Virgin Rocks off Newfoundland were found and surveyed, also surveyed the extent of the Reefs off the Bermudas, and an important channel inside the Reefs, leading from Ireland Island to the North Rock, and the Banks off the South West end of the Bermudas . . . After two years correspondence with the Merchants and other persons belonging to the Colonial Government of Halifax, I prevailed on the legislature of Nova Scotia to establish Branch Pilots for taking Ships into and out of Halifax Harbour and took much pains in representing to the Governers of Canada, Nova Scotia and New Brunswick the great importance to commerce of erecting Lighthouses on the Island of Anticoste, St Paul's Island, at the entrance to the Gulf of St Lawrence, and on the Seal Island at the northern entrance of the Bay of Fundy. . . . I first built an Observatory in Halifax D7 whence in the course of three years ascertained the Longitude on the spot from Observation of every description to serve as a Meridian; the correctness of which has been confirmed by a report made to the Admiralty by Captain Bayfield after the experience of fifteen years in North America.[26]

Sir Charles' claim that what he had accomplished was to be the means of saving a vast number of lives, and much valuable property,[27] was no idle boast. It is clear that he was very highly regarded for his achievements during his North American service, as a letter written to him in 1835 by his Admiralty masters confirms – expressing their gratitude, and referring to the 'lasting records' of what he had done, and stating that he had 'far exceeded in quantity and value the contributions of any other Flag Officer'.[28]

It appears that Rear-Admiral Ogle was equally popular in North America itself. In all, three vessels were named in honour of Lady Ogle and himself during their service.[29] One of these was the first steam vessel to be built in Nova Scotia. The Steam Boat Company's Directors stated that they wished to name the boat in honour of

> A Person endeared to the Community, by repeuted acts of kindness, and a vigilant attention to the interests of the Navigation's Commerce of this part of His Majesty's Dominions.[30]

They wrote to Sir Charles Ogle as follows

> The Halifax Steam Boat Corporation have recently built a valuable Steam Vessel, to be employed in the Harbour of Halifax. As the building of the first Steam Vessel in Nova Scotia has been performed during the period of your command upon the North American Station – the Company avail themselves of the opportunity of expressing an opinion, which they, in common with the people of the Province, entertain of the zealous, unremitting, and effectual aid which you have ever afforded to the Navigation and Commerce of this part of His Majesty's Dominions, during the period in which it has been confided to your care. As a memorial of such opinion, they request permission to call their vessel 'The Sir Charles Ogle', a name which will be long gratefully remembered and respected in this Province.[31]

Admiral Ogle was clearly delighted with the honour, replying immediately

> Gentlemen: I feel highly flattered by the honour you have conferred upon me, in proposing to name the first Steam Vessel built in the Province of Nova Scotia, after me, which I shall with much pleasure accept.
>
> The opinion which you are pleased to entertain, in common with the People of the Province, that my endeavour to render every aid in my power to the Navigation and Commerce of this valuable part of His Majesty's Dominions, have been effectual, affords me the most heartfelt satisfaction, and the kindly sentiments which pervades your address, I shall cherish with gratitude as long as I live.
>
> Be assured Gentlemen, that your Patriotic undertaking has my best wishes for its success. I have the honour to be Gentlemen, your most obedient, humble servant, Charles Ogle.[32]

When, in 1830, Sir Charles' period as Commander-in-Chief expired, he and Lady Ogle were much fêted before their departure. Various entertainments were laid on as farewell salutes, including one at Medley's Hotel in Dartmouth, which was followed by a tour of the Shubenacadie Canal Works, with local dignitaries.

The Ogles left Halifax on Wednesday 16 June 1830, and 'made all sail', arriving at Spithead on 4 July.[33] The next fifteen years of Sir Charles Ogle's life are, it seems, the least well-documented; he was again on half pay and only a few details of his life during this period are known. He suffered further personal sorrows – Letitia died in 1832, and although he married for a third time in 1834, he was widowed eight years later. Like Sir Charles, the lady he

chose for his third wife had lost two marital partners. She was originally Mary Anne Cary, from Devon, but by the time of their marriage, she was living in London. Sir Charles also seems to have been resident in the capital at this time – letters from him written to Sir Robert Peel in 1835, concerning malt duty, were headed '4, Belgrave Square'.[34] He also, for a time, had a mansion – Mount Clare – at Roehampton.[35]

Sir Charles spent about two years in the latter part of the 1830s in Italy, although records do not indicate either the exact location or purpose of his sojourn there.[36] By this time his income from the Navy – despite being on half pay – had risen considerably, to almost £600 per year.[37] Of his children, Charlotte died in 1840, aged 35, leaving two very young sons to be cared for by her husband, Frederick de Breidenbach. Sophia had married her cousin, the Revd Edward Chaloner Ogle in 1830, and they raised a family of seven children, including two obviously called after Sir Charles' first and third wives. Anne Charlotte was born in 1832, her second name being that of Sophia's mother, and in 1837, a daughter born to them was called Mary – Sir Charles had, of course, married a lady of that name three years earlier. Two of Sophia's children were boys, and one was christened Newton Charles – after his great-great-grandfather and grandfather. It is interesting to note that another daughter, Isabel who was born in 1840 bore an 'Ogle' name.

Sir Charles Ogle's two sons seem, for different reasons to have been the cause of very great sorrow to their father. As already mentioned, William was probably an imbecile, whilst Chaloner, Sir Charles' eldest son and heir, was the source of terrible distress to him in his twilight years; this will be dealt with at greater length later in this Paper.

On 30 September 1845, Sir Charles Ogle was appointed as Commander-in-Chief, Portsmouth. It has been possible to ascertain a great deal about his time there, since a letterbook, of correspondence received by him from the Admiralty, survives in the National Maritime Museum, Greenwich.[38] Attempts have been made to trace the 'other side' of the story – the letters which Sir Charles wrote to his masters in Whitehall – but these have not proved fruitful, as it appears that at this time a policy was pursued of retaining virtually none of the correspondence received from Admiralty out-stations. The letters were instead 'digested', their dates and subjects recorded in a vast ledger, but with no details of their contents revealed.[39] It has thus been necessary to deduce Sir Charles' comments and questions from the replies he received.

The period covered by the letter book was a most important one for Portsmouth Dockyard – changes were taking place rapidly, both in customs and technology. Sail was just beginning to give way to steam, new means of communication were being developed, and the years that followed would see the change from the wooden vessels so familiar to Admiral Ogle, to the ironclads, such as HMS *Warrior* – already under construction by the time of his death.

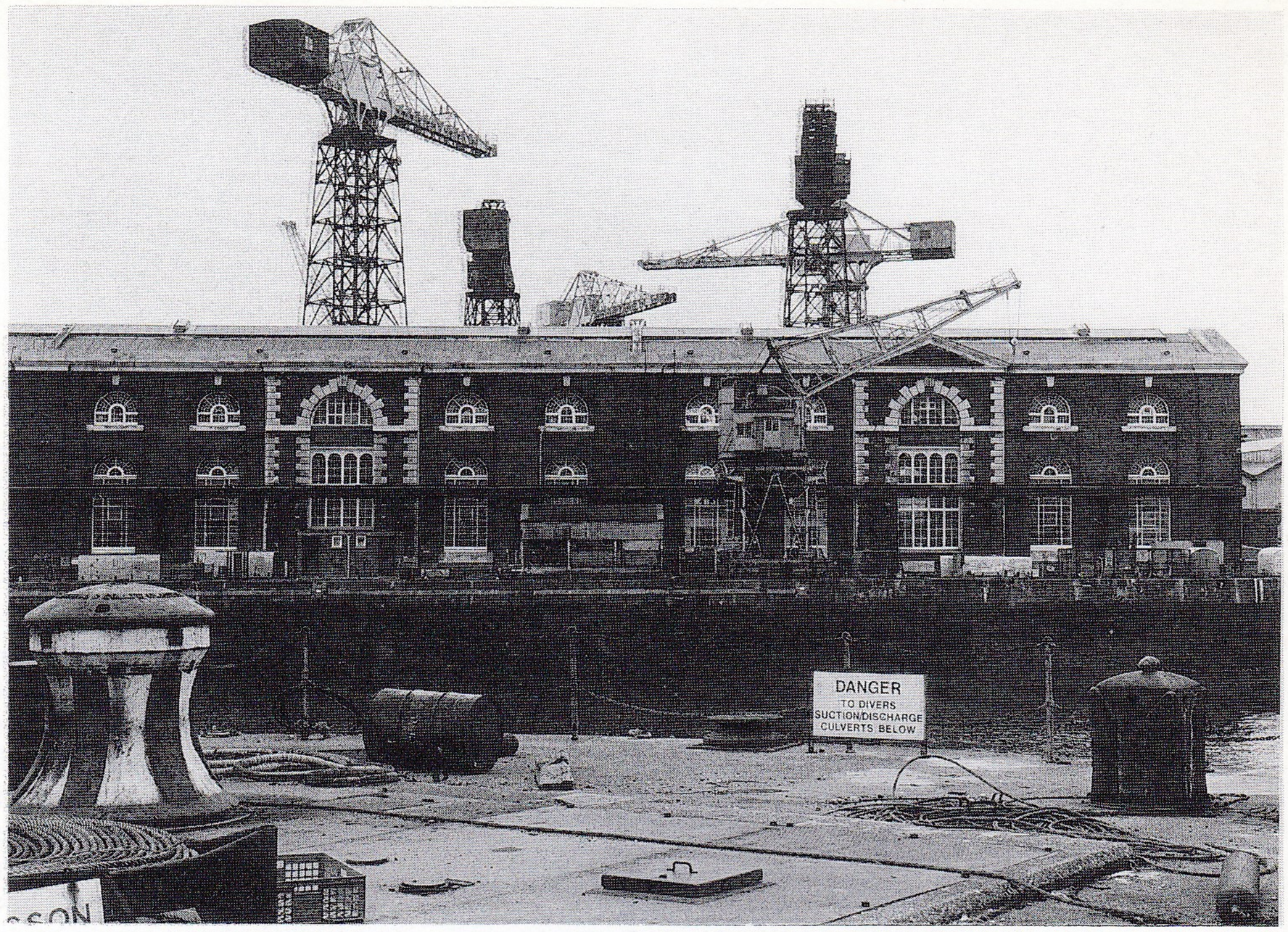
The earliest entry in the letter book is the official letter of appointment of Sir Charles Ogle 'in the command of Her Majesty's ships and vessels on the Portsmouth station', which also requests that he pay the stamp duty of five shillings on the Commission to the Admiral Superintendent at Portsmouth. He succeeded Admiral Sir Charles Rowley in the post and, on taking up his new position was instructed to hoist his flag on board HMS *Excellent*.[40]

During the three years of Sir Charles' appointment, several hundred letters were written to him by his Whitehall masters, and these fall into a number of categories. Many of the subjects are of what might be termed a 'domestic' nature – comments on questions of etiquette, requests for leave and the like. Nevertheless, they paint a picture of many of the Admiral's everyday concerns, and illustrate some aspects of Naval and Dockyard life at the time.

Occasionally, the letters deal with personal matters – applications for leave, and on 4 October 1848, one of the last letters in the book is slightly admonitory. It is clearly the reply to a request for promotion for Sir Charles' nephew, Graham, and states that preferment must not be shown.[41]

Many of the letters are concerned with matters of etiquette and royal protocol, especially in connection with visits and the celebration of particular events. In some instances, the Admiralty demanded that attention be given to the needs of government servants – on 16 February 1846, Sir Charles received a letter telling him to arrange for the passage of Sir Charles Fitzroy and his family to Australia, where he was to be Governor-General of New South Wales.[42]

Frequently, Queen Victoria's movements necessitated correspondence. It is clear that she informed the Admiralty of an intention to stay in Admiralty House in the latter part of 1845, and a letter gives approval for the 'making of a water closet as proposed by Captain Dennison on the first floor of Admiralty House in the Queen's Rooms',[43] whilst another instructed Sir Charles on what furniture was to be placed in the rooms she would be using.[44] The Queen regularly visited Osborne House, near Cowes, and on these occasions Sir Charles received instructions to prepare the *Fairy* for Her Majesty to board at Royal Clarence Victualling Yard, Gosport, having arrived at her private railway station within the yard. There are also letters giving guidance about the firing of Royal Salutes – including one which indicated that if a Salute was due to be fired on



a Sunday, this should not be during the time when Divine Service was being held.[45]

On one occasion, Sir Charles Ogle received a batch of letters which must have left him wondering just how far his duties went – the Lords Commissioners of the Admiralty were most concerned it seems, because they had not been told about estimates for the 'Tramway for the New Bathing Machine for Her Majesty at Osborne House'.[46]

Even in the 1840s, the cost of the maintenance of the Royal Yachts, did, on occasion, cause concern. The limitation of government expenditure is not a modern phenomenon, as is illustrated by the following letter of 1848 from the Admiralty to Sir Charles Ogle.

> At a time when every item of Naval expenditure has been subjected to a rigid revision, the Lords Commissioners of the Admiralty have observed with regret the very large annual outlay for painting and gilding her Majesty's yachts, and feeling confident that from the very short time during which the services of these vessels are required in each year for her Majesty's accommodation, a very great saving might be affected if proper care were taken of them while in Harbour.[47]

The likelihood of arrival of any dignitary immediately provoked a flurry of correspondence. There were a number of such visits during Admiral Ogle's time as Commander-in-Chief Portsmouth, but one stands out as being of special interest. In 1846, it appears that the Grand Duke Constantine of Russia and Ibrahim Pasha were likely to visit the Dockyard at about the same time. The following letter, from an official at the Admiralty, was headed 'Private' and addressed to Sir Charles

> Ibrahim Pasha's rank and position is so well known that there can be scarcely anything to be said on that head.
>
> He would, of course, be saluted and received as a personage of the highest distinction and that of Royalty – he must at least rank as an Ambassador, independent of his personal station, and it is not likely that he could hold anything but the highest place during his stay at Portsmouth, unless His Imperial Highness, the Grand Duke Constantine should arrive there at the same time – to him Ibrahim Pasha would, of course, give place. For instance, if it were possible or if it might be supposed that *both* arrived together, Ibrahim Pasha would, of course have to wait, whilst you paid your respects to the Grand Duke. The superior distinction would equally be shown in His Imperial Highness being lodged in your house, whilst Ibrahim Pasha would go to the Hotel, and if it could happen that they should meet in company, the precedence and honours would as distinctly be given to the Grand Duke.
>
> There is, in fact a strong desire that the superior honour due to the Rank of the Grand Duke should be clearly marked if the occasion for marking the difference, in the two personages being together should arise, at the same time it is no less desired that the utmost attention, respect, indeed all that is possibly due, should be shown to Ibrahim Pasha, and having said this much, I am sure you will provide for all that is exactly due being paid to each.[48]

This particular civil servant, a Mr Hamilton, was clearly not a man of few words! Sir Charles undoubtedly received many gifts from important foreign visitors, and there is reference in his will to 'the vase given to me by the Grand Duke Constantine of Russia, with its pedestal' – this he bequeathed to his son-in-law, Edward Ogle, who he re-

The Steam Factory (now No. 2 Ship Shop) and Steam Basin; modern view.

garded as succeeding him as head of the family.[49]

The most important visit during Sir Charles Ogle's time at Portsmouth, in historical terms, earns only the briefest mention in the letter book. This was the visit to the Dockyard of Queen Victoria and members of her family on 25 May 1848 when the Queen performed the ceremony of opening the new 'Steam Basin'. A brief letter, dated 26 May, from the Lords Commissioners of the Admiralty, simply expresses appreciation for the arrangements which Sir Charles had made, saying that Her Majesty was 'entirely satisfied with the whole of yesterday's proceedings'.[50]

The organisation of this occasion must have involved Sir Charles and his staff in many hours of careful planning. It marked a milestone in naval history, acknowledging the need for workshops and a dock specifically to deal with steam powered vessels, one aspect of the rapid advances in technology taking place. A lengthy but delightful description of the day's events appeared in the *Hampshire Telegraph and Sussex Chronicle*; extracts from this are reproduced in Appendix I.[51] It was also reported in the *Illustrated London News*.[52]

Not all of Admiral Ogle's correspondence – which provides such an insight into his life during his service at Portsmouth – deals, however, with such happy occurrences. One problem which resulted in a number of letters back and forth between Sir Charles and the Admiralty, was that of desertion. A letter of 11 April 1846, illustrate one aspect of the problem

> I am commanded by my Lords Commissioners of the Admiralty to inform you that it having been represented to my Lords, that of the last batch of new raised men sent from the *Perseus* by railway to Portsmouth three had deserted or run away from the Terminus to the Beach, and its being improbable that the one or two Petty Officers sent with such considerable bodies of men can sufficiently superintend, or prevent such desertions, my Lords would be glad to know whether it would be desirable that the men should embark from the Clarence Yard and so avoid the passing through the town of Gosport, and if it could not be so arranged, that an (sic) notice being sent of the time when a party of new raised men would arrive at the Terminus, two of the Police Force of the Victualling Yard might not be sent to meet them and to assist in their safe conduct into the Victualling Yard.[53]

This difficulty arose because until 1847 Portsmouth itself had no railway, and the station at Gosport, had been built at some distance from the harbour because of the demand that the railway should not breach fortifications. Sir Charles' reply is not, of course, known, but it appears that he could not entirely agree to what was being asked. The next letter to him on this subject, dated 27 April 1846, directed that in future, 'when new raised men are about to leave London,' notice will be given so that sufficient Petty Officers are ready to receive them.[54]

The problem of desertion was not, it seems, solved, however. On 9 February 1847, the Lords Commissioners of the Admiralty wrote to Admiral Ogle calling his attention 'to the system too often pursued of not endeavouring to detect and bring back Deserters, on account of being troublesome characters', and informing him that the Lords 'request that you will make it known how highly they disapprove of such practice; Desertion being an offence of the greatest magnitude and one that should be checked by every possible means'.[55] It has to be assumed that Sir Charles replied to the effect that every effort was made, but that the apprehension of deserters was not easy to achieve. In reply, a somewhat terse letter was sent, dated 13 February 1847, calling his attention to the 'still frequent desertions at Portsmouth' and commenting that 'Their Lordships conceive that in a Garrison Town like Portsmouth, surrounded by lines and military posts, it should be easy to make some arrangements by which these desertions might be checked'.[56] From a further letter, written ten days later, it seems that Sir Charles' suggestion for dealing with the problem was to set up a system of policing by Royal Marines for the detection of deserters – this seems to have pacified the Lords at the Admiralty.[57]

The revolutions in Europe in 1848 had repercussions which receive mention in the letter book. Sir Charles Ogle had a letter, with copies of missives to both the Brighton and South Coast Railway Company, and the South Eastern Railway Company, dated 27 February 1848.[58] These asked the companies concerned to assist with the evacuation of British subjects, by making available 'every disposable vessel', and dispatching same to Boulogne to pick up 'HM subjects (who) are quitting Paris for the coast with an anxious desire to reach England by way of Boulogne and Folkestone'. The problem had clearly become more serious, when, on 24 March, a letter was sent, directing Admiral Ogle to make certain vessels available to give 'temporary reception in one of the hulks and the victualling of such artisans or labourers and their families as may arrive from France at Portsmouth on their way to their proper parishes'.[59]

This was not the only request received by Sir Charles for help in time of difficulty. In May 1847, he was asked to recruit five experienced seamen, to be employed under Sir John Richardson, for an Arctic venture to attempt to trace Sir John Franklin's expedition.[60] This search, although mounted, proved fruitless; it was not until 1859 that it was

discovered that Franklin's quest – for the north-west passage had ended in tragedy in 1847.

The letter book reveals interesting information about social conditions in the Britain of the 1840s. A letter of 1846 cautioned that care was necessary in the recruitment of boys to the service, since stunted boys had been lately sent to one squadron 'instead of fine, growing lads'.[61] When the letter of 27 December 1847 from the Admiralty is read, giving permission to enter boys from workhouses in the Portsmouth area, it becomes obvious that this sort of problem would be widespread – it is unlikely that boys from such a background would be, in many instances, well-nourished, robust specimens.[62]

As already indicated, although some letters addressed serious concerns, others were about what, today, seem rather frivolous issues. There was correspondence about the status of Prince Albert,[63] the wish, on a particular occasion of Queen Victoria for privacy,[64] and one letter directing Sir Charles to send one Commander Crispin out, with the *Fairy* 'as far west as Weymouth and east as Brighton visiting the different places on the Coast and making himself sufficiently well acquainted to enable him at any time to take the *Fairy* close in with Her Majesty on board should such be Her Majesty's Pleasure'.[65]

One final aspect of the letter book of Sir Charles Ogle which merits inclusion, is the information which it provides about the technological innovations of the period. For example, many letters concerned the completion, and indeed the construction of the electric telegraph system, and it was during Sir Charles' time at Portsmouth that it was brought into operation. At first, there were some doubts about it replacing the traditional semaphore system, and these are reflected both in the letters between Admiral Ogle and the Admiralty, and in the newspapers of the day. Holmes, in his book *The Semaphore*, comments that the closing of the old line was not very well received by Sir Charles, or by the Captain of HMS *Victory*. (Incidentally, by this time HMS *Victory* had replaced HMS *Excellent* as the Commander-in-Chief's flagship.) A revealing piece appeared in *The Times* on 31 December 1847, entitled 'Naval Intelligence from Portsmouth'. This stated that

> We are all aware of the proneness to derangement of the electric mode of communication, and its services have not been available on some of the most important and interesting occasions. What, for instance, would be easier than for any evil disposed person to cut the wires of the electric telegraph in any obscure place on the line? The means of communication would at once be annihilated and considerable time lost in repairing the damage. Such mischief as this could not be perpetuated on the Semaphore; there the Government had an exclusive, safe and speedy means of communicating their comments. . . always at their own disposal.[66]

Within a few years the electric telegraph became an accepted means of communication, as its advantages were realised and the fears about possible disruption proved

HMS VICTORY *in Portsmouth Harbour c. 1828.*
THE ROYAL NAVAL MUSEUM, PORTSMOUTH

unfounded. Furthermore, there are a number of references in Sir Charles' letter book to various communications schemes for which experiments took place at this time. For instance, in May 1846, Sir Charles was informed that Messrs West and Taylor would be laying down their sub-marine telegraph across Portsmouth Harbour from a Terminus at Gosport to the Dockyard. This was intended to be a test for a scheme of communicating by telegraph across the English and Irish Channels.[67]

The 1840s, when Admiral Sir Charles Ogle was serving as Commander-in-Chief, Portsmouth, were exciting years in a number of respects, with regard to technological advance. Besides the increasing importance of steam propulsion, it is also possible, in retrospect, to see that the use of iron in place of wood was inevitable. It is interesting to note that, as late as 1846, there was reluctance to introduce iron parts to vessels, yet just 14 years later the first ironclad, HMS *Warrior*, would be launched. The letters from the Admiralty to Sir Charles include references which make apparent that, in the mid-1840s, there were still considerable reservations about technological change. For example, a letter of 3 March 1846, written in reply to the suggestion that iron floats might replace wooden ones on the paddles of the *Victoria and Albert*, states that the ship's constructor believes this could be 'injurious'; therefore the Lords of the Admiralty would not give their consent to it being done.[68]

Nevertheless, many experiments of various kinds were taking place. A letter from the Admiralty dated 25 September 1847 discussed proposals that during the trial cruise of HMS *Amphion*, efforts should be made 'to ascertain the power of the Screw propellor for towing, driving the ship under various circumstances, the amount of impediment it offers to the steering when partly immersed, and the feasibility of shipping it and unshipping it in rough weather etc'.[69] It must have been exciting indeed for men like Sir Charles, to be able to monitor the progress being made in ship technology; reflecting how much vessels had already changed and were likely to change from the ships in which he had served only a few years earlier.

During his period of service in Portsmouth, Sir Charles Ogle was involved in other aspects of local life besides the events taking place in the Dockyard. He was a regular theatregoer – records survive of his patronage, in particular, of charity performances.[70] He was a man of many interests and talents – serving from 1841 until 1848 as President of the Royal Naval School, and being closely involved with the foundation of the Portsea, Portsmouth and Gosport (later the Royal) Hospital. The foundation stone of this building, now demolished, was laid in 1847 by Prince Albert. The hospital opened in 1849, with 12 beds, and steadily expanded. Sir Charles retained his involvement until his death, and was instrumental in obtaining financial support, as well as giving regular and generous donations himself. For example, in the Report of the Committee of Management for the year ending 31 December 1849, it is recorded that a very generous sum had been presented to the hospital from the estate of the late Revd G. Atwick. The Report continues as follows

> This munificent donation was secured to the Institute as the result of a kind and considerate recommendation of Admiral Sir Charles Ogle, Bt, the late distinguished Commander-in-Chief at the Port, who, from the first establishment of the hospital has ever evinced towards it a lively interest, and afforded it his generous support.[71]

Sir Charles' support of the hospital was recognised in 1851 at the Annual Meeting, when the recommendation was made and passed 'that Admiral Sir Charles Ogle be appointed a Vice-President of this Institution, in grateful remembrance of the kind interest he has evinced towards it from its commencement'.[72] In the following year, the Annual Meeting voted to 'perpetuate the bounty and goodness' of Admiral Ogle to the hospital, by calling a ward 'The Ogle Ward'.[73]

Sir Charles never ceased to take an active interest in the Royal Hospital, sending regular donations to it. The Report of the year ending 1857 mentioned that a bazaar had been held to raise funds and that in connection with this 'the Committee would not omit to refer to their venerable Patron, Sir Charles Ogle, who with his accustomed liberality supported that undertaking, and who is ever seeking the opportunity of promoting the interests and prosperity of the Institution'.[74] When the Annual Report for the year ending 31 December 1858 – Sir Charles had died in June of that year – was compiled, a fulsome tribute was paid, as the Committee of Management deplored the loss of one of their most loyal supporters.

Sir Charles Ogle, who, from the foundation of the Hospital, interested himself in its welfare, and ever after proved himself to be its Patron and staunch friend, has fallen in a full age, as a ripe shock of corn to the sickle, ready for the in-gathering, having done, it is humbly hoped, his appointed work in feeding the hungry, clothing the naked and visiting the sick and needy.

He supported the Hospital by very liberal annual subscriptions, and further aided it by large donations obtained through his means and influence, amounting to no less a sum than £1,500, and was always forward, whenever occasion required it, to

step in as a mediator and to use his best endeavours to heal the wound and to reconcile any existing difference.

The Committee are scarcely warranted in indulging a hope that any other benefactor will be found for a long period of time to come, to supply the place of one so tried, honoured and esteemed.[75]

It seems that in good works like these, Sir Charles Ogle found fulfilment, and managed to assuage the sorrows which continued to dog his personal life. Many of these have already been mentioned – the early death of his elder daughter, the tragedy of William, his second son, and of course, the deaths of his three wives. He also gradually witnessed the loss of his siblings – by the time of his death he was the only one of Chaloner Ogle's children still alive.

Following his departure from Portsmouth in 1848, when his period as Commander-in-Chief expired, Sir Charles resided in London, first at Hyde Park Place West and later in Eaton Place. Naval pension records indicate that as late as the mid-1850s, he was still in good enough health to travel abroad, visiting among other places, Nice and Sardinia.[76] His very considerable pension – about £800 a year – was paid through agents.[77] Sir Charles' career reached its pinnacle in 1857, when he became Admiral of the Fleet. He died in Tunbridge Wells, where he had gone for the sake of his health, on 16 June 1858. His obituary in *The Times* states that

> Admiral Sir Charles Ogle Bt, Admiral of the Fleet, died on Wednesday at ¼ past 1 a.m., at Tunbridge Wells, after a short illness. Shortly after the settling in of the hot weather he first complained of illness, and removed to Tunbridge Wells for a change of air. While resident there the unfavourable symptoms increased, and at the hour above named he died at the age of 83.[78]

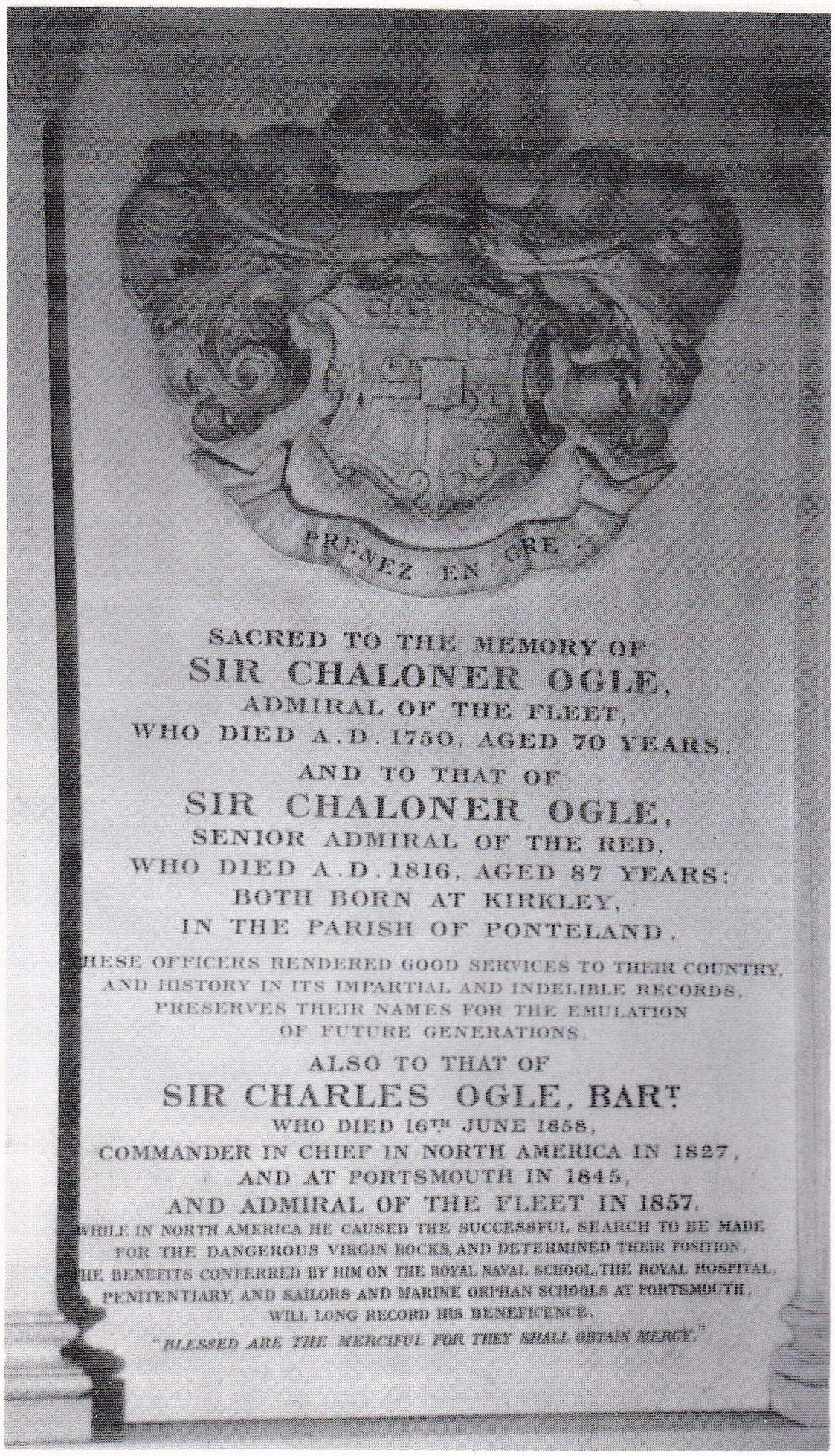
Sir Charles Ogle's will provides the clue to the undoubtedly grave sorrow of his later years.[79] He must have had considerable hopes for his eldest son – heir to the baronetcy, named Chaloner after Sir Charles' father. These were, however, destined to be dashed. Chaloner joined the Army (almost certainly Sir Charles envisaged a naval career for him) and then left the service in 1839, aged 36 years – there is a hint that his was not an honourable discharge. Chaloner married a Sussex heiress – Eliza Roe, who bore him three children – a daughter Hebe-Emily, and two sons, Chaloner and Charles. The younger boy, called after his grandfather, died young – another loss for Sir Charles. Both Chaloners died relatively early – Sir Charles' son survived him by less than a year, and his son Chaloner (the 4th baronet), died unmarried, aged 18 years, in 1861. Thus the unfortunate William became the fifth Baronet Ogle.

Sir Charles Ogle's son Chaloner must have caused immeasurable grief to his father. After his departure from the Army, he deserted his wife and family, accrued vast debts, and was forced to flee abroad to escape his creditors. He never returned, dying in Brussels. For some years before Sir Charles' death, the only contact between father and son was bitter correspondence through solicitors. Sir Charles' will, a lengthy and complex document, indicates this, and states that Chaloner should on his father's death, only receive a modest amount, payable as an allowance under very strict conditions. The Admiral did, however, make provision to repay some of his son's creditors. A codicil to the will, dated 1855, directs that 'my son Chaloner shall lose all the allowance I have made to him at my death, if he again insults my executor'.[80] There is no indication whether this occurred, but it serves to illustrate the broken relationship between Sir Charles and his wayward heir.

Sir Charles provided in his will for Sophia and William, and also for his daughter-in-law, leaving various items and

Tomb of Admiral of the Fleet Sir Charles Ogle Bt., Ponteland Churchyard.

Memorial to Sir Chaloner Ogle, Knt, Sir Chaloner Ogle, Bt. and Sir Charles Ogle, Bt. in Ponteland Church Northumbria.



sums of money to 'Mrs Chaloner Ogle, for her sole and separate use independent of her husband'.[81] Other bequests are made to friends, such as Admiral Sir William Hall Gage, brother of Sir Charles' first wife.[82]

Sophia was undoubtedly a comfort to her father in his old age, and it is not surprising that he requests in his will to be buried in the churchyard at Ponteland, where his son-in-law was incumbent.[83] His tomb, of pink granite, stands beneath a yew tree, and bears a simple inscription – name, dates of birth and death, and rank. Inside the church a memorial survives. This initially commemorated Sir Charles' father Admiral Sir Chaloner Ogle Bt, and his uncle, Admiral of the Fleet, Sir Chaloner Ogle, Knt. Later, Sophia arranged for an inscription to be added to the memorial (see Plate).

Sir Charles Ogle's life was one of tremendous achievement, and it is obvious that he was a popular, compassionate and highly respected man, who served his country and his fellow men with distinction. On the other hand, his personal life was a catalogue of tragedy which must have led him at times to muse on the irony of how he was tested by the Ogle motto – 'Prenez en gré': 'Take it in Good Part'. He seems, however, to have managed to live up to this too – he was, in every sense, a worthy Admiral.

APPENDIX I

HAMPSHIRE TELEGRAPH AND SUSSEX CHRONICLE 27 MAY 1848 page 5

Opening of the new Basin in this Dockyard for War Steamers by Her Most Gracious Majesty in Person

This imposing ceremony, which was one of absorbing interest, and in giving éclat to which the local functionaries vied with the Government Authorities, took place on Thursday, and presented a spectacle of surpassing grandeur and magnificence. The weather was beautiful; all business in the neighbourhood was suspended; and heavily laden trains conveyed multitudes from the various stations on the Brighton and South Coast, and the South Western Railways to witness the ceremony. The preparations made for the opening of the Basin were on a scale of great magnitude; no exertions having been spared by the authorities to afford the public as much accommodation as possible. No less than 21 booths with seats, were erected around the Basin, and standing places allotted for 20,000. The principal or grand booth was formed like a section of an amphitheatre, handsomely decorated with flags and evergreens; it was situated on the east side of the basin, and here a temporary landing place was constructed, at which Her Majesty was to disembark from the Fairy after entering the basin. The second booth was situated on the south boundary wall; the third ranged the whole length of the outer sea wall, and booths, tier above tier, from 4 to 21, ran the entire length of the western side of the basin.

The Queen and Royal Consort, accompanied by the Prince of Wales, the Princess Royal and the Princess Alice, and attended by the ladies and gentlemen of the Court, embarked on board the Fairy about half-past 2 o'clock, and on approaching Spithead the ships fired royal salutes, with yards manned; this was followed by a feu de joie of musketry from each ship in succession; the crowds afterwards lustily cheering. On nearing the harbour the salutes were taken up by the batteries and ships in harbour, with manned yards, and on entering the harbour her Majesty was enthusiastically cheered from the ships, from the yachts, and merchantmen, and the swarming squadron of small boats assembled there.

The Fairy having arrived off the Kings Stairs at the Dockyard, there brought up, to receive on board the Duke of Wellington, the Marquess of Anglesey, and Captain Berkeley, Captain Lord John Hay, Captain Milne, the Hon. W. Cowper, and secretaries of the Admiralty to join the Earl of Auckland, Admiral Dundas and Sir Charles Ogle, who had proceeded to Osborne in the Fairy, to attend on her Majesty.

At 3.40, the Fairy, with the royal standard at the main, and the Admiralty flag at the fore, lay across the mouth of the steam basin, when tens of thousands of eyes must have been turned on the little yacht, and long, loud, and enthusiastic was the shout of joy that greeted her Majesty's arrival. We cannot do justice to the magnificent coup d'oeil in the harbour and in the basin which now presented itself; the ships dressed in their flags, with their crews stretched out upon the yards, and the multitude of sailing and rowing craft of all descriptions, combined to make the spectacle transcendantly beautiful. The view of the basin from the yacht was no less magnificent than that of the harbour. The margin of the basin all around was lined with the Royal dockyard battalions, under their respective commanders, the Royal Marine Artillery, and troops of the line. On the left, or outer sea-wall of the basin leading in, the guard of honour, composed of the 1st grenadier company of dockyard infantry was posted, under the command of Mr Winter (Major) the store receiver, and at their back an immense booth ranging the whole length of the wall, 560 feet, was erected tier above tier, and filled with an immense company who were fortunate enough to procure tickets. This led down to the stairs of the north dock to the basin. Here was the principal booth, as it was the corner stone of the pier at this inlet, that was required to be laid to complete the coping of the work.

After the departure of the Queen and the dispersion of the thousands of spectators who had crowded the yard, the agreeable spectacle was presented of 2,186 men of the dockyard battalion and 1,050 of Mr Rott's workmen, being regaled with English fare and plenty of beer. The navvies sat down in the factory building, on the west side of the new basin; and the dock people in the first floor of the new boathouse. We viewed both feasts, and never saw 3,000 happier faces, or such an expressed determination of honestly going to work. Mr Rott's men had an unlimited allowance of beer, and it was midnight before they could all be cleared off. Some would not move unless the policemen consented to dance off with them, and many a curious quadrille and polka were figured off to encourage them to move off good-humouredly and quietly.

ACKNOWLEDGEMENTS

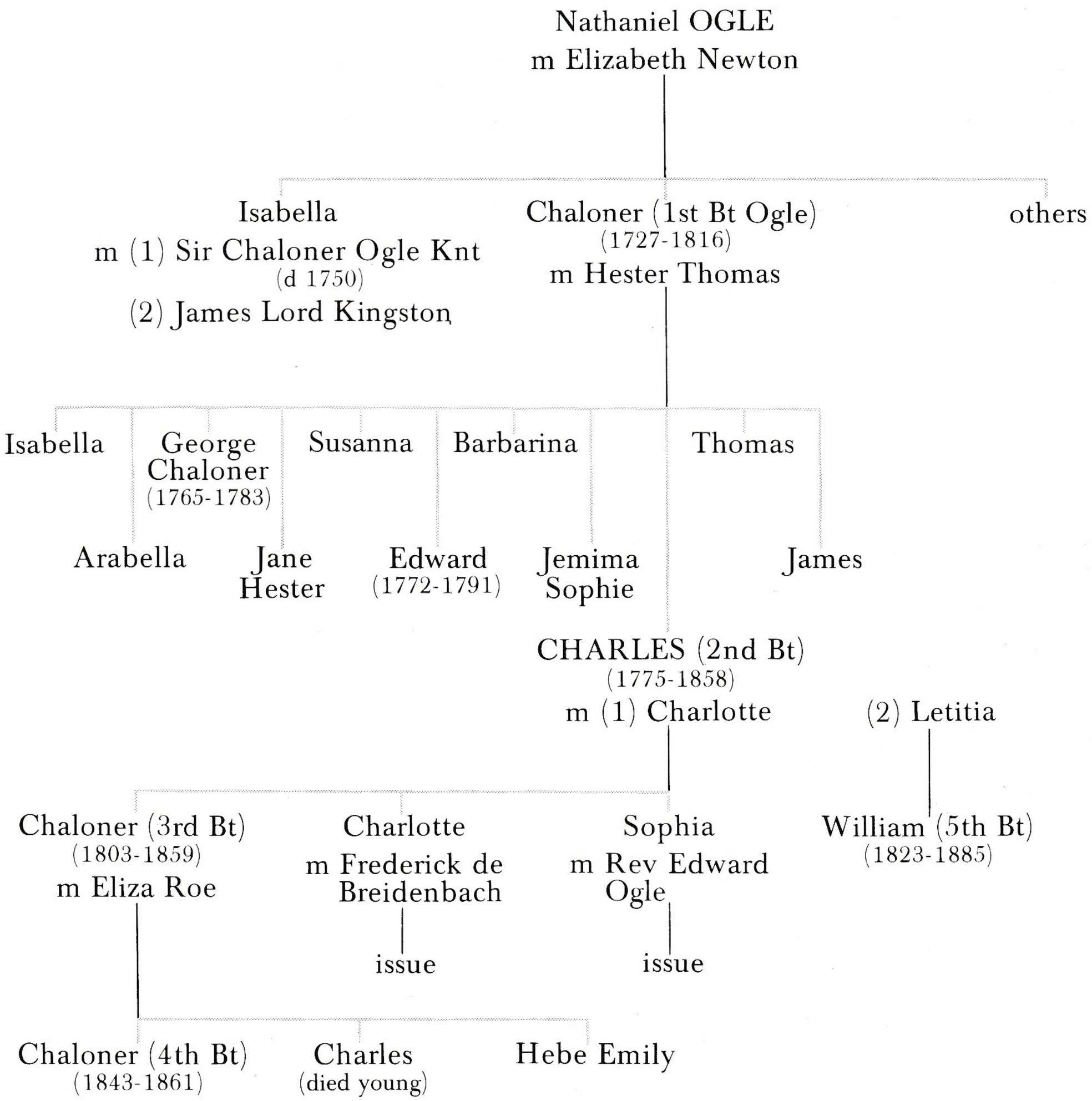
I am grateful to the staff of the Public Record Office, the Hampshire Record Office, the Portsmouth City Records Office, the National Maritime Museum Library, and the British Library for their patient and courteous assistance during my research.

Thanks are also due to the many people who have helped by providing information – in particular Tony Gutridge, Alistair Laing, and Tony and Mary Yoward. I am indebted to Mrs J. Price for permitting me to view and photograph the portraits of Sir Charles and Lady Ogle in her possession. I would like to record my appreciation of the helpful comments on my manuscript which I have received from John Webb and Sarah Quail, and I am particularly grateful for the advice and encouragement given by Dr James Thomas throughout the years during which I have undertaken my research. Special thanks are due to Dr Edwin Course, who has lived patiently with my obsession with Sir Charles Ogle. He has also offered constructive criticism of my text and given practical assistance with my research.

Finally, I would like to record my very deep gratitude and appreciation for the help, advice and encouragement given to me by my parents, and particularly my father, who first aroused my interest in the Ogle family. He has willingly subjected himself to many hours of discussion about my research in the years since, and advised on my manuscript. For the shortcomings of the Paper, I alone am responsible.

APPENDIX II

THE RELATIVES OF SIR CHARLES OGLE



REFERENCES

1 J. Marshall, *Royal Naval Biography*, Vol. 1 Part 2, (London 1823), p. 709.
2 *Naval Chronicle*, 'Memoir of the Public Services of Sir Chaloner Ogle Knt, p. 271.
3 G. F. Prosser, *Select Illustrations of Hampshire Comprising Picturesque Views of the Seats of the Nobility and the Gentry* (London, 1833), unpaginated.
4 J. Charnock, *Biographia Navalis*, Vol. 6, (London 1798), p. 194.
5 W. O'Byrne, *A Naval Biographical Dictionary* (London 1849), p. 831.
6 *ibid.*
7 H. A. Ogle, *Ogle and Bothal*, (London 1905), p. 147.
8 P(ublic) R(ecord) O(ffice), ADM 107/17, Passing Certificate, p. 101.
9 Hampshire Record Office, 78M 82/P.R.2.
10 P.R.O. ADM 9/2/2899 Service Record.
11 Marshall, *op.cit.*, p. 711.
12 R. Holt-White (ed.), *Letters of John Mulso to Gilbert White* (London 1906), No. 218.
13 P.R.O. ADM 1/2255, letter no. 46.
14 P.R.O. ADM 1/2257, letter no. 41.
15 P.R.O. ADM 25/148 Service Record.
16 *Five Naval Journals* (Navy Records Society, Vol. 91, 1951), pp. 128–276.
17 P.R.O. ADM 1/2257, letter no. 71.
18 Five Naval Journals, *op.cit*, p. 144.
19 P.R.O. PROB 11/1584 f. 492.
20 N. Pevsner and D. Lloyd, *Hampshire and the Isle of Wight* (London 1967), p. 313.
21 P.R.O. ADM 25/175–217.
22 P.R.O. ADM 25/175–178.
23 Probate Office, Sir Charles Ogle's will pp. 6–7 (proved 5 Oct. 1858).
24 W. Cobbett, *Rural Rides* (London 1830), p. 251.
25 P.R.O. ADM 50/153 and ADM 50/193.
26 P.R.O. ADM 9/2/2899.
27 *ibid.*
28 *ibid.*
29 J. & L. Pazzatt, *Like a Weaver's Shuttle: A History of the Halifax. Dartmouth Ferries* (Halifax), p. 37.
30 *ibid.*
31 *ibid.*
32 *ibid.*
33 P.R.O. ADM 50/193.
34 B(ritish) L(ibrary), add. MS 40415, ff. 105, 159.
35 P.R.O. PMG 15/12.
36 P.R.O. PMG 15/1–3, 5.
37 P.R.O. PMG 15/5.
38 N(ational) M(aritime) M(useum), LBK/32.
39 P.R.O. ADM 12 series.
40 N.M.M. LBK/32, no. 1.
41 *ibid.*, no. 196.
42 *ibid.*, no. 40.
43 *ibid.*, no. 3105.
44 *ibid.*, no. 8.
45 *ibid.*, no. 80.
46 *ibid.*, nos. 93 and 94.
47 *ibid.*, no. 164.
48 *ibid.*, no. 197.
49 Sir Charles Ogle's will, *op.cit.*, p. 2.
50 N.M.M. LBK/32, nos. 174 and 175.
51 *Hampshire Telegraph and Sussex Chronicle*, 27 May 1848, p. 5.
52 *Illustrated London News*, 3 June 1848.
53 N.M.M. LBK/32, no. 58.
54 *ibid.*, no. 66.
55 *ibid.*, no. 118.
56 *ibid.*, no. 119.
57 *ibid.*, no. 362.
58 *ibid.*, nos. 151 and 152.
59 *ibid.*, no. 155.
60 *ibid.*, no. 125.
61 *ibid.*, no. 109.
62 *ibid.*, no. 141.
63 *ibid.*, no. 52.
64 *ibid.*, no. 81.
65 *ibid.*, no. 23.
66 T. W. Holmes, *The Semaphore* (Ilfracombe, 1983), p. 104.
67 N.M.M. LBK/32, no. 75.
68 *ibid.*, no. 45.
69 B.L. add. MS 40042, f. 498.
70 P(ortsmouth) C(ity) R(ecords) O(ffice), 11A/23/2.
71 P.C.R.O. PR/HY/2/1/1 p. 4.
72 *ibid.*, p.13.
73 *ibid.*, p.19.
74 *ibid.*, p.6.
75 *ibid.*, p.4.
76 P.R.O. PMG 15/39.
77 *ibid.*
78 *The Times*, 18 June 1858, p. 12.
79 Sir Charles Ogle's will *op.cit.*, p. 4 ff.
80 *ibid.*, p. 11.
81 *ibid.*, p. 1.
82 *ibid.*
83 *ibid.*

NOTE ON THE AUTHOR

Mrs Pam Moore graduated in Historical Studies at Portsmouth Polytechnic in 1982. Subsequently she has been engaged in part-time lecturing and writing. The author of many articles on local history and industrial archaeology, her first book is due to be published in the autumn of 1988. She is the Affiliated Societies' Liaison Officer and a Member of the Council of the Association for Industrial Archaeology, and a Member of the Council of the Hampshire Field Club and Archaeology Society. She serves as Secretary of the Southampton University Industrial Archaeology Group, the Hampshire Mills Group and the Twyford Waterworks Trust, and is a member of the Committee of the Society for Nautical Research (South), and of the Hampshire Archaeological Committee.

Portsmouth Record Series

Borough Sessions Papers 1653–1688 by Arthur J. Willis and Margaret J. Hoad. MA, 1971 (Illus.).

Portsmouth and Sheet Turnpike Commissioners' Minute Book 1711–1754 edited by W. Albert and P. D. A. Harvey, 1974 (Illus.).

Book of Original Entries 1731–1751 edited by N. W. Surry and J. H. Thomas, 1976 (Illus.).

Maps of Portsmouth before 1801 compiled by D. Hodson, 1978 (Illus.).

Records of University Adult Education 1886–1939 compiled by Edwin Welch (Illus.).

Portsmouth Dockyard Papers 1774–1783 – The American War compiled by R. J. B. Knight (1987).

Other publications available

Fortifications in Old Portsmouth by A. Corney, 1965 (Illus.).

Southsea Castle by A. Corney, 1967 (Illus.).

The Civic Plate and Insignia of the City of Portsmouth (reprinted from the Connoisseur) by Sir C. Oman, 1965.

Guide to Historic Portsmouth (in colour).

Records of the City of Portsmouth 1835–1935 (Bound and Illus.) in three volumes, *1936–55* (Bound and Illus.) in two volumes.

Buildings of Portsmouth and its Environs by D. Lloyd, 1974 (Bound and well illustrated).

Hampshire Studies edited by John Webb, Nigel Yates and Sarah Peacock, 1981 (Illus.)

Records of the Corporation 1966–74.

Copies of these publications are obtainable from the City Secretary and Solicitor, Civic Offices, Guildhall Square, Portsmouth PO1 2AL and the Central Library and Museums.

CITY OF PORTSMOUTH PUBLICATIONS

The Portsmouth Papers—Titles available

1. *Portchester Castle* by Professor Barry Cunliffe, 1967 (Illus.) *Reprinted* 1970, and 1984.
2. *History of the Police of Portsmouth* by James Cramer, 1967 (Illus.), *Reprinted* 1983.
3. *'Palmerston's Folly': The Portsdown and Spithead Forts* by Professor A. Temple Patterson, 1968 (Illus.) *Reprinted* 1970, 1974, 1980 and 1985.
4. *The Organs and Organists of the Cathedral Church of St Thomas of Canterbury at Portsmouth* by Philip Barrett, 1968 (Illus.) *Revised* 1975.
5. *The Naval Mutiny at Spithead 1797* by Professor A. Temple Patterson, 1968 (Illus.) *Reprinted* 1978.
6. *Portsmouth Railways* by Edwin Course, BSc (Econ), PhD, FCIT, 1969 (Illus.) *Reprinted* 1972.
7. *The Siege of Portsmouth in the Civil War* by John Webb, MA, FRHists, 1969 (Illus.) *Revised* 1977.
8. *Portsea Island Churches* by Rodney Hubbuck, 1969 (Illus.) *Revised* 1976.
9. *Portsmouth during the Great French Wars 1770–1800* by Alastair Geddes, 1970 (Illus.) *Reprinted* 1980.
10. *Portsmouth – A French Gibraltar?* by Professor A. Temple Patterson, 1970 (Illus.).
11. *Portsmouth and the Fall of the Puritan Republic* by Dr. D. Dymond, CBE, MA, 1971 (Illus.) *Reprinted* 1979.
12. *Portsmouth's Water Supply 1800–1860* by Mary Hallett, BSc (Econ), MPhil, 1971 (Illus.).
13. *A History of Portsmouth Theatres* by H. Sargeant, FLA, 1971 (Illus.) *Reprinted* 1979.
14. *Portsmouth Nineteenth-Century Literary Figures* by Professor A. Temple Patterson, 1972 (Illus.).
15. *Portsmouth – As others have seen it (Part 1 1540–1790)* by Margaret J. Hoad, MA, 1972 (Illus.).
16. *The Growth of Southsea as a Naval Satellite and Victorian Resort* by R. C. Riley, BSc (Econ), PhD 1972 (Illus.).
17. *Captain John Mason and the Duke of Buckingham* by Dr. D. Dymond, CBE, MA, 1972 (Illus.).
18. *Methodism in Portsmouth 1750–1932* by W. Donald Cooper, BA, 1973 (Illus.).
19. *Portsmouth and the Crimean War* by Margaret J. Hoad, MA and Professor A. Temple Patterson, 1973 (Illus.).
20. *Portsmouth – As others have seen it (Part II 1790–1900)* by Margaret J. Hoad, MA, 1973 (Illus.).
21. *The condition of the children of the poor in mid-Victorian Portsmouth* by Mrs. Jean Stanford and Professor A. Temple Patterson, 1974 (Illus.).
22. *Smugglers and Revenue Officers in the Portsmouth area in the Eighteenth Century* by Edward Carson, MA, FIL, 1974 (Illus.).
23. *Borough Government in Portsmouth, 1835–1974* by Sarah E. Peacock, BA, 1975 (Illus.).
24. *Portsmouth's Political Patterns 1885–1945* by G. J. Ashworth, BA, MPhil, PhD, 1976 (Illus.).
25. *The Industries of Portsmouth in the Nineteenth Century* by R. C. Riley, BSc (Econ), PhD, 1976 (Illus.).
26. *An Early Victorian Street – The High Street Old Portsmouth,* by John Webb, MA, FRHists, 1977 (Illus.).
27. *The Windows of Portsmouth Cathedral* by E. K. Barnard, 1977 (Illus.).
28. *Ritual Conflict at Farlington and Wymering* by Nigel Yates, MA, FRHists, 1978 (Illus.).
29. *The Common Lands of Portsea Island* by John Chapman, MA, PhD, 1979 (Illus.).
30. *The Western Defences of Portsmouth Harbour 1400–1800* by G. H. Williams, CBE, MA, 1979 (Illus.).
31. *Early Man in Portsmouth and South-East Hampshire* by David J. Rudkin, BA, AMA, 1980 (Illus.).
32. *The Houses and Inhabitants of Thomas Ellis Owen's Southsea* by R. C. Riley, BSc (Econ), PhD, 1980 (Illus.).
33. *Portsmouth Borough Gaol in the Nineteenth Century* by Pat Thompson, 1980 (Illus.).
34. *The Battle of Southsea* by Dr. J. L. Field, 1981 (Illus.).
35. *Portsmouth Free Mart Fair – The Last Phase 1800–1847* by John Webb, MA, FRHists, 1982 (Illus.).
36. *Horsea Island and the Royal Navy* by Basil Ripley, BEM, ISM, 1982 (Illus.).
37. *The Anglican Revival in Victorian Portsmouth* by Nigel Yates, MA, FRHists, 1983 (Illus.).
38. *Public Houses and Beerhouses in Nineteenth Century Portsmouth* by R. C. Riley, BSc (Econ), PhD, and Philip Eley, 1983 (Illus.).
39. *Votes for Women: The Women's Fight in Portsmouth* by Sarah Peacock, 1983 (Illus.).
40. *The Seaborne Trade of Portsmouth 1650–1800* by J. H. Thomas, BA, PhD, FRHists, 1984 (Illus.).
41. *Portsmouth Jewry* by Aubrey Weinberg, 1985 (Illus.).
42. *Steam Wooden Warship Building in Portsmouth Dockyard 1832–52* by E. A. M. Laing 1985 (Illus.).
43. *Local Battles in Fact and Fiction: the Portsmouth Election of 1895* by E. S. Washington. 1985 (Illus.).
44. *The Evolution of the Docks and Industrial Buildings in Portsmouth Royal Dockyard, 1698–1914* by R. C. Riley, BSc (Econ), PhD, 1985 (Illus.).
45. *Portsmouth Corporation Tramways, 1896–1936* by E. Course, BSc (Econ), PhD, FCIT, 1986 (Illus.).
46. *The Portsmouth Beneficial School, 1755–1939* by Laurence V. Gatt, MEd, 1986 (Illus.).
47. *Sir Frederic Madden and Portsmouth*, by John Webb, MA, FRHists, 1987 (Illus.).
48. *The Industrial Archaeology of the Portsmouth Region* by R. C. Riley, BSc (Econ), PhD, 1987 (Illus.).
49. *The Wind of Change: Naval Reviews at Spithead 1842–56* by G. R. Wade, BA, MLS, ALA, 1987 (Illus.).
50. *Portsmouth and The First Fleet 1786–1787* by James H. Thomas, BA, PhD FRHists, 1987 (Illus.).
51. *Portsmouth Breweries 1492–1847* by Philip Eley, 1988 (Illus.).
52. *From Parish Church to Portsmouth Cathedral 1900–39* by E. K. Barnard, 1988 (Illus.).
53. *Sir Charles Ogle: A Worthy Admiral* by Pam Moore, BA, 1988 (Illus.).

Copies of these publications are obtainable from the City Secretary and Solicitor, Civic Offices, Guildhall Square, Portsmouth PO1 2AL and the Central Library and Museums.